

# PLAY CYCLE

**THIS BEAUTY IS A SERIOUS UPGRADE FROM A VESPA!**

WORDS DOC PICS OWNER

**G**ood customising is like good plastic surgery. If a girl has a boob job, the better ones look natural and are difficult to spot, looking for all the world like nature intended. The not so good ones look fake, even from a distance. Now I am not against boob jobs, no sirree bob, but I am more impressed by the classy ones, as are we all. So why am I talking about boob jobs in a story about a bike, you may ask?

Well, because in my mind's eye, this bike looks as if it came straight from the factory, in the same way that a good breast enhancement looks like it was God given. Are you with me folks? I'm saying this bike is so well customised, in such a tasty fashion, that it doesn't jump out as a bike that's had its equivalent of a boob job and where everyone can immediately tell.

Now let's play a little word association game; what is the odd word out here? Scooter, sports car, Harley-Davidson. If you have red blood running through your veins you've probably guessed it – scooter! Yep, proud owner Nick reckoned it was time to get off his long owned Vespa. Nick, who manufactures the beautiful Playable we are giving away in December said, "I decided it was time for a serious upgrade to stop my mates – who all ride Harleys – taking the





## GUTS &amp; BOLTS

## ENGINE

Type ..... 2008 1000 TC (88)  
 Bore ..... 3.75"  
 Stroke ..... 4.75"  
 Comp ratio ..... 9.2:1  
 Cam ..... Stock  
 EPR ..... System 5 Electronic Sequential  
 ..... For Fuel Injection (EFI)  
 Air Cleaner ..... Elbow Venturi  
 Pipes ..... Freedom, Sharp Curve Radius  
 Exhaust ..... H-D OEM

## TRANSMISSION

Gearbox ..... 6-speed 2008 H-D  
 Primary ..... H-D standard offset  
 Clutch ..... H-D

## FRAME &amp; SUSPENSION

Type ..... H-D 2008 Softail Custom  
 Seat ..... Heartland  
 Forks ..... H-D 21" over  
 Triple tree ..... Heavy Hangers  
 Shocks ..... H-D

## WHEELS &amp; TYRES

F wheel ..... Colorado Crusader 23x7"  
 F tyre ..... Avon, 150/60 23"  
 F caliper ..... H-D chrome insert  
 Rear ..... Colorado Crusader  
 R wheel ..... Colorado Crusader 26x5"  
 R tyre ..... Avon, 150/60 18"  
 R caliper ..... H-D chrome insert

## CONTROLS

Bars ..... Burch Bros Western, HV  
 Risers ..... H-D  
 Grips ..... H-D Narrow Band Blit  
 Front mastercylinder ..... H-D chrome  
 Mirrors ..... GP-30 2nd Mirror  
 Headlight ..... DHA  
 Tail light ..... Heartland  
 Speedo ..... Barch Bros  
 Fuel controls: H-D Narrow Band Blit  
 Other ..... LED foot indicator inserts  
 ..... Heartland bar end indicators

## GUARDS &amp; FINISH

F guard ..... Be Cool 23"  
 R guard ..... Heartland  
 Tank ..... H-D  
 Paint ..... White gold pearl over  
 ..... Powder Pearl  
 Paintwork ..... Westside Custom Cycles



pis. And it worked! Yes Nick, it sure did and it was by far the best of the three choices.

Now Nick says that, "After talking to many bike builders around Perth, I decided to go with Shane Watson from Westside Custom Cycles. I felt that after speaking with him that he could picture - even better than me - what I wanted to achieve. Shane also helped out with many aspects I was unsure of, including the paint colour. I originally wanted to change it to black and white but thankfully Shane convinced me to keep the original colour scheme, White Gold Pearl over Pewter Pearl, and I could not be happier with the outcome."

The base bike was a 2008 Softail Deluxe that Nick decided to more or less leave alone in the engine department. Hey folks, remember that he got off a bloody Vespa! Of course even ex-Vespa riders couldn't put up with stock pipes and so on, therefore the stockies were dumped for a Sharp Curve Radius Freedom exhaust. That's the blow part, while the sucking is done via a Performance Machine Super Gas air cleaner, and the ponies get a touch of steroids thanks to the Screamin' Eagle Super Pro Tuner.

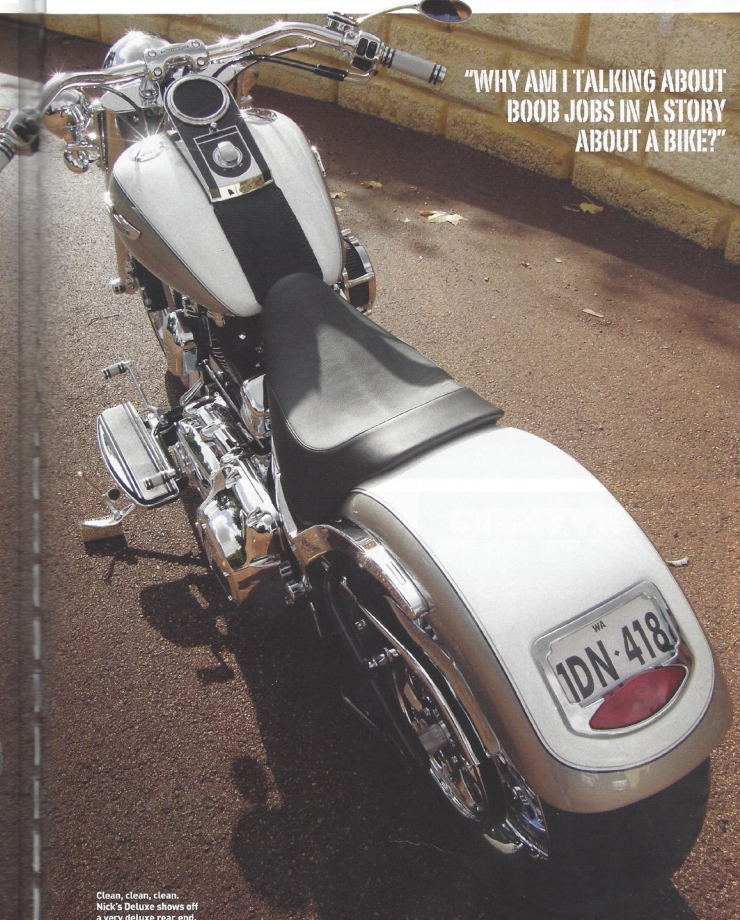
Now if the rear end doesn't look stock

that's because it isn't and that's another difference between Harleys and women in that with Harleys, big and/or fat is a good thing. Hey folks, that's straight off the list. Now unless you've been living under a rock for the past decade or so, you'd be well aware that Heartland are the 'go to' blokes for seats and conversions when it comes time to check the stock piece out for rear wheel for some serious width.

Years ago there used to be magazine advertisements where a skinny weed gets kicked in his face by a beach bully, but then does a Charles Atlas course, bulks up and gets his own back. Well, fitting a Heartland 250 conversion kit does that for your bike and you can ride it down to the beach and watch it kick sand over the stock Harleys.

Now if ya fatten up your rear end, you need to do something up front or your bike will look unbalanced, and that's exactly what Westside Custom Cycles did for Nick! Up front we see a super sexy, 23in Colorado Crusader front wheel rolling under a Be Cool front guard that is attached to 2in over forks. Said forks are wearing Hawk Hangers four degree trees and above them, leading the charge, are the Burch Bros Western handlebars dressed up with H-D Narrow Band grips,

"WHY AM I TALKING ABOUT BOOB JOBS IN A STORY ABOUT A BIKE?"



Clean, clean, clean. Nick's Deluxe shows off a very deluxe rear end.

chrome master cylinder and OMP 3D oval mirrors.

Dakota Digital got the nod for monitoring functions such as speed and revs and it shares the space on top of the tank with a flush mount cap and fuel gauge.

Now that Nick had something to hang on to he needed something to do with his feet and once again, to keep the theme consistent, went with H-D Narrow Band footpegs, gear change and brake lever. Sweet. There are various other bits and pieces adorning this classy ride such as the Colorado Crusader rear billet pulley and brake rotors, the primary drive offset kit from Heartland as well as the Heartland taillight. Oh, and the chrome covers on every nut and bolt.

Yes folks, from any angle this is a sweet ride, an elegantly understated one in some ways, but hey, that's real class. Others must think so too as Nick's bike won Best Modified Harley in a local bike show. Anyway, to say that Nick is pleased with the finished item is understating the case. Of course, after he morphs from a former Vespa jockey into a fully formed, hardcore Harley rider, he won't stop here.

Looking into my trusty crystal ball I see cams in his future, compression bumping, and maybe some head porting, 'cos when the Harley bug bites, it bites hard and cannot be dislodged. Time will tell, meanwhile, that inanely grinning bloke riding around Perth will be Nick. Give him a wave. **HD**



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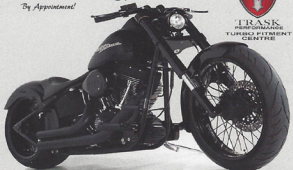
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